

## BANK LINE MAY CAPTAIN FRAIR ENTER HAWAII SERVICE AFTER PEARLS IN THE PACIFIC

(Continued from page one)

Honolulu as a port of call in a proposed triangular service including San Francisco and Portland is now within the realm of possibility following a series of conferences in which prominent Coast Steamship men have participated.

Today comes the announcement that the North Bank line, one of the Hill roads, while not ready to enter the Pacific before the early part of February, has planned that the interim will be filled in with pleasure cruises between Portland and Puget Sound, Honolulu and San Francisco by new vessels.

Two big passenger and freight carriers are now being completed on the east coast of the United States. The vessels are said to possess fine accommodations for a high-class traffic. Fitted with the latest appliances for the speedy handling of cargo, the steamers might cut considerable figure in handling a share of the pineapple crop.

Coast advices state that it is the present intention to despatch one vessel to the islands in time to permit the passengers to witness the Mid-Pacific Carnival.

### PASSENGERS ARRIVED.

Per P. M. S. S. China, from Manila via Hongkong and Japan ports—Honolulu—Mrs. P. Ryan, Fred Muir, Albert Tait, Through—Au Shu Woon, Mrs. H. R. Bowie, Miss An Charles, W. Cooper, E. J. Cox, Mrs. M. A. Celler, Master Alfred Celler, Miss Yvonne Celler, J. F. Crispin, Mrs. J. F. Crispin, Miss A. Henderson, Rev. O. H. Knight, Mrs. O. H. Knight and infant, Master George Knight, J. V. Lafferty, Miss S. M. Lewis, Master R. McGee, Mrs. J. H. Morgan, I. Muraaki, Mrs. Quana Shree, Rev. Geo. W. Rawlings, Mrs. Geo. W. Rawlings and infant, Master G. Rawlings, Miss Mary Rawlings, F. Reese, Rudolph Reiffen, Miss Helena Reiffen, Paul Roswell, Fong Shuk Wing, Mrs. Fong Shuk Shue, Mrs. C. H. Gilman, Mrs. F. K. Gilman, Master Philip Gilman, Master John Gilman, Miss Rose Gray, Mrs. G. Grotenfeld, W. Hall, Mrs. W. Hall, Miss Anne Hall, Mrs. F. W. Sandersen, Rev. Father S. Bampere, Rev. M. Schantz, Mrs. M. Schantz, Miss Elva Schantz, Howard Schantz, Miss Mary Schantz, N. W. Schweiber, Miss Taka Umezaki, M. P. L. E. Warming, Mrs. P. L. E. Warming, Miss Eva Warming, Miss Elsie Warming, L. J. Wilmoth, Master Halstead Wilmoth, Wong He Chong, Mrs. A. Wood, From Yokohama—Th. de Bergny, T. C. Brown, Mrs. T. C. Brown, Rev. W. P. Buncome, Miss Helen Buncome, Miss H. A. Cockram, E. Curjel, James Elliot, Miss A. Eytton, Rev. W. C. Gammill, H. Gammill, Mrs. H. Gammill, Miss Ruth Gammill, Mrs. V. S. Hertzler, E. T. Land, J. Okada, Mrs. G. Stevenson and infant, Master Olive Stevenson.

Per str. Mauna Kea from Hilo and way ports—Honolulu—E. J. Lord, Miss J. Zimmerman, Miss J. Vance, Miss Hitchcock, Mrs. Hitchcock, H. Frank, R. A. Young, J. Sinclair, Mrs. Ghal Moe, Miss A. Tong, C. E. King, Mr. Irwin, wife and daughter, Miss G. Parsons, C. M. Thurston, A. S. Prescott, Miss J. Rose Fox, H. Arnesman, Mrs. Kishima and servant, Miss Tanyaka, K. Saaki, K. Murakami, E. H. Bogen, L. B. Reeves, F. J. Robello, Jaa. K. Kalama, K. Ohira, Misses Alden (3), Miss C. Hill.

Mauna Kea Brought Little Freight. A small cargo was received with the arrival of the Inter-Island ship Mauna Kea from Hilo this morning. Pursuer Phillips reported sea weather. No sugar is at present awaiting shipment at the Big Island. The vessel brought several head of horses and mules, 60 sacks of rice, a quantity of supplies and 240 packages of sundries. The vessel will be despatched for Hilo and way ports tomorrow morning.

### STAR-BULLETIN GIVES YOU TODAY'S NEWS TODAY

### SCHEDULE OF GAMES

**VENETIAN TIGERS**  
Coast and American League Stars  
Athletic Park, 3 p. m.

Nov. 21—Playing Punahou.  
Nov. 22—Playing All-Chinese.  
Nov. 26—Playing All-Oahu League Picked Team.

Nov. 27—Playing against Each Other, Reinforced with Local Players Pitching.

Nov. 28—Playing Coast Defense.

Nov. 29—Playing Twenty-fifth Infantry.  
Spalding Ball Used  
SEATS NOW ON SALE AT

**M. A. GUNST & CO.**  
PRICES: Grandstand, 35, 50 and 75 cents. Boxes, \$1. Bleachers, 25c.

possibly afflicted with "cold feet." In any event he was supposed to have sufficient funds to carry the vessel to the deeper south seas in search of pearls and it is on that mission that he is bent and will continue our voyage. He appears not to have the coin.

The original expedition, which is clearly set forth in the "agreement" appended to this statement, is now ended and we must make a new start. Along these lines I have secured local backing since my arrival in Honolulu. A Honolulu man is financing the trip farther south.

The oyster beds in which we know we will find pearls are situated a long way south of this port and these beds were discovered by me some 26 years ago when I crossed the Pacific in the employ of a British company. On board the Jessie Fremont we have all the necessary paraphernalia for hunting pearls and have no need for any divers.

"As a guarantee of my ability I would like to state that I was 19 years in the service of one British company covering the Pacific. The claim has been made that I am no navigator. That is disproved in the fact that I brought the Jessie Fremont from San Diego to Honolulu. On this trip I did not use a log for a larger part of the voyage."

The agreement referred to by Capt. Frier reads as follows: "This agreement is hereby entered into this 21st day of September, 1914, between L. A. Blockman, party of the first part, C. H. Jones and Y. K. V. Y. H. Martin, parties of the second part, and Geo. R. Frair of the third part.

"Whereas the party of the first part is the owner of the American schooner Jessie Fremont, and the parties of the second part are desirous of entering into the pearl fisheries business with the party of the third part, it is hereby mutually agreed that the party of the first part will furnish the schooner Jessie Fremont together with all her present equipment and appurtenances and turn her over to Capt. Geo. R. Frair who is to be her master. That the parties of the second part will at once outfit said schooner completely for said fisheries business; that they will proceed at once to clean and paint the bottom of said schooner, fully equip her with all that may be necessary for the expedition including all paraphernalia that may be necessary for the gathering, care and storage and sacking of said pearl oysters; that they will pay out of their own pocket for all necessary supplies, provisions, etc., necessary for the expedition and the ship and will also pay all charges of every nature connected with the expedition and all necessary port charges necessary for the ship and crew.

"It is understood that the party of the third part knows where there are beds of pearl oysters south of the Hawaiian Islands to which the expedition will at once proceed, after the vessel has secured a cargo or as much of a cargo of shells as possible she will enter her cargo at the port of Honolulu and proceed to San Diego where her cargo shall be disposed of to the best possible advantage. The crew shall be hired on a percentage of the catch. After paying the crew such portion as they are entitled to, then the balance of the proceeds is to be shared equally between the three parties to this agreement. The parties of the second and third part agree to hold the party of the first harmless from charges or costs of any nature and agree to return the schooner Jessie Fremont to him at the completion of the trip in as good a condition as received. The parties of the second and third part will accompany the expedition and will give their services free of charge excepting as previously mentioned. Y. K. V. Y. H. Martin will not accompany expedition and is to receive three-seventh part of the portion of the parties of the second part.

"Witness our hands and seal this 21st day of September, 1914, San Diego, California.  
L. A. BLOCKMAN.  
C. H. JONES.  
Geo. R. FRAIR.  
Executed in triplicate.

**WEATHER TODAY**  
Temperature—6 a. m., 70; 8 a. m., 76; 10 a. m., 78; 12 noon, 77. Minimum last night, 70. Barometer at 8 a. m., 29.94. Relative humidity, 8 a. m., 72.

Wind—6 a. m., NE-3; 8 a. m., N-1; 10 a. m., W-5; 12 noon, SW-9. Movement, past 24 hours, 118. Dew-point at 8 a. m., 66. Absolute humidity, 8 a. m., 6.95. Total rainfall during past 24 hours, 0.

**LOCAL NOTICE TO MARINERS.**  
November 16, 1914.  
HAWAIIAN ISLANDS—Hawaii, Island, Hilo Bay, Kailua Bay—Changes in buoyage—Correction of notice to mariners.

The changes in buoyage scheduled in Bureau of lighthouses notice to mariners No. 44, paragraph 1446c, to be made about November 20th, will not be made until about December 10th.

By order of the Commissioner of Lighthouses.  
A. E. ARLEDGE,  
Inspector, 19th Lighthouse District.

Following the instructions issued by Harbormaster Foster, a large quantity of cargo has been removed from Pier 7. Much of the freight was discharged from steamers from the Orient.

## NO EUROPEANS HARBOR BOARD TO PLACE BUNKERS ON PIER NO. 7 EXPECTED FROM RED CROSS SALE

Superintendent Sheedy of Inter-Island Requested to Submit Data and Plans.

The board of harbor commissioners today requested General Superintendent Joseph E. Sheedy of the Inter-Island Steam Navigation Company to prepare and submit plans for a huge coal bunker and conveyor at Pier 7 for the accommodation of the big transpacific mail and passenger ships which invariably dock at that pier.

The board was almost unanimous in approving the idea, which was brought to it by Superintendent Sheedy, but as the territory has no funds immediately available for the project the Inter-Island, which will make most use of the apparatus, agrees to advance the money and construct it, under a plan whereby the territory may take it over at a future time when the funds are at hand, reimbursing the Inter-Island company.

The specific terms of the agreement have not been definitely fixed yet. Superintendent Sheedy being asked this morning to prepare his plans and a form of agreement and tender it to the board in formal manner. He readily consented, promising to present the entire proposition in writing as soon as he can formulate it, and the board will hold a special meeting to consider the project if that is found necessary.

Sheedy says the bunker and conveyor will cost in the neighborhood of \$15,000 or \$20,000. As outlined by him the plan will be to erect a big coal bunker at the makai end of the wharf. On this coal may be elevated to a point level with the roof, then sent along the full length of the pier on an endless chain bucket system and dumped through covered chutes into the hold of the vessel. He assured the board this feature would create no more dust, and not nearly so much confusion as the present method of loading coal at that wharf from barges and carts. He said he preferred the territory should build the conveyor, the Inter-Island company using it on a rental basis, paying on a basis of tonnage handled. He was unable to make an estimate of the amount of coal that would be handled thus in a year, though he asserted it would be considerably less than 100,000 tons.

"You must know," he said, "that it will not be our company which stands the expense of the coal handling. We sell our coal, as it lies in the yards, the shipping companies paying for the handling, from the yard to their vessels. It costs them about 25 cents a ton now. To get their business at the proposed conveyor the charge must be less than that."

"But there are at least 12 ships on route to Honolulu now, for coal, and the better the facilities are for supplying them the more business you will get. We, the Inter-Island, have two special coal barges built now and we can build more. We can supply these vessels outside the harbor just as well as inside. But if you can give them the facilities of a pier and conveyor such as this one, they will prefer to come inside, especially when they can thus get the coal cheaper. Thus the territory will reap a larger profit in wharves. It is in the added wharfrage that the territory will make its money."

Sheedy estimated the bunker and conveyor should have a capacity for handling 75 or 100 tons of coal per hour.

**TIME SHIP**  
Japanese Steamers Load Cargo of German Boats.  
A rumormongered that the German steamer Bechum had taken on a cargo of 5000 tons of coal and was about to sail out of Manila was circulated there recently. This was denied in well-informed circles, however. It was declared that the Bechum is now transferring her cargo of general merchandise to the Japanese steamer Taron Maru for transshipment to China and Japan ports. Japanese steamers, it was said, will take practically all the cargo aboard the German steamers rendezvousing here, to China and Japan.

**"Hoodoo Ship" No More.**  
Local shipping men, says the San Francisco Chronicle, expressed their satisfaction that the steamer Rochelle, known from coast to coast as a "hoodoo ship," had finally met her end without the loss of life. The Rochelle, which was reported ashore on Clatsop spit Wednesday and which subsequently burned to the water's edge, was well known in this port. She originally came to this coast and to the port of San Francisco during the Klondike rush under the name of the Minnie E. Kelton and has since that time been a source of worry to her various owners, having most of the time been in some sort of trouble. The vessel has been recently employed in the northern coastwise trade and it was freely predicted that she would be lost in the treacherous Alaskan waters.

**Minnesota as a Horse Transport.**  
With the intention of utilizing her in the transportation of horses to Great Britain, negotiations for the charter of the steamer Minnesota have been opened by representatives of British interests, now negotiating with Great Northern officials, according to information coming from authoritative sources. The Minnesota under the proposed plan would be remodeled and converted into a ship suitable for the transportation of horses. It is declared that 2000 horses can be accommodated on the ship in addition to the neces-

## BRITISH 'TRAMP' BECOMES OBJECT OF SUSPICION

The movement of a British freighter in the South Pacific became a matter of grave concern to port officials at Suva at the time the steamer Strathbaine, now at Honolulu for the discharge of coal, lay at the Fiji port awaiting repairs.

Flying the colors of the Cairn Line the steamer Cairnhill, filled to capacity with coal, commanded by Capt. John Woodie, was detained by the British admiralty representative at the South Sea port pending a more careful investigation of the status of the ship and her cargo.

Conveyed by a British destroyer the Cairnhill was brought to an anchorage not far from where the Strathbaine lay. The skipper maintained that the fuel was consigned to San Francisco steamer. She had a mixed crew of Europeans and Chinese, 21 of the former and 18 of the latter. There were all sorts of wild rumors current as to her movements, but there is no doubt that she cleared from Newcastle for San Francisco, and it is said that she was coming into Suva for orders. Apparently the captain's explanation was not satisfactory to the naval officers, and she was held up in port pending further information.

The Cairnhill was built in 1911 by W. Duxford & Sons, Ltd., Sunderland, and is owned by the Cairn Line of Steamers, Ltd. (Cairns, Noble & Co., managers), of Glasgow.

Early this year she lost her propeller or became otherwise disabled north of Australia and after drifting for about a month was picked up by a German ship and eventually towed by the A. U. S. N. Co.'s new tugboat to Australia, where she was repaired.

### VESSELS TO AND FROM THE ISLANDS

(Special Wireless to Merchants' Exchange.)

Tuesday, November 17.  
YOKOHAMA—Sailed, November 14, S. S. Manchuria for Honolulu.  
YOKOHAMA—Arrived, November 17, S. S. Shinyo Maru, hence November 7.  
LIQUIQUE—Sailed, November 17, sch. Deference, for Kailua.  
SAN FRANCISCO—Arrived, November 17, 5 a. m., S. S. Manoa, hence November 10.  
SAN FRANCISCO—Sailed, November 17, S. S. Atlas, for Honolulu.  
ADELAIDE—Arrived, November 16, S. S. Henrik, hence October 22.

Radiograms.  
S. S. LURLINE—Arrives from San Francisco about 6 p. m. today.

### HARBOR NOTES

With a large cargo of lumber the barkentine Mary Winkelman, sailing from Mukilteo 22 days ago, is due daily at this port.

Shipping men expect the schooner Alice Cooke, with lumber from Port Gamble, daily. The vessel left the Sound 25 days ago.

The schooner A. F. Coats, with lumber and other lines of supplies for Pearl Harbor, is 27 days out from Gray's Harbor. The vessel is due at the naval station daily.

Steamer Maui in With Cattle.  
To add to the local supply of beef, the Inter-Island steamer Maui returned from Hawaii this morning with 76 head of cattle. Other lines of cargo included an automobile and packages of sundries. Officers in this steamer report light winds and smooth seas.

**STAR-BULLETIN GIVES YOU TODAY'S NEWS TODAY**

## STORAGE

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SOLE AGENT FOR THE HAWAIIAN ISLANDS.  
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Three-bedroom furnished house, Kaimuki, rental \$45.00 per month.  
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**TO CURE A COLD IN ONE DAY**  
Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. B. W. Grove's signature is on each box.  
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**FOR RENT**  
Three-bedroom furnished house, Kaimuki, rental \$45.00 per month.  
**Bishop Trust Co., Ltd.**

## Never Again!

There was a certain manufacturer who made all of his own output right in his own factory—except a few little chemicals. These chemicals weren't very valuable, but they were vital to his business. He got them from Germany. It was easier to get them that way than to create substitutes of his own.

Today that factory is silent or running on part time. And that manufacturer is going around holding his head with one hand while he raises the other hand to the sky, palm outward, and repeats over and over, "Never Again!"

There is another manufacturer of clothing who bought his fabrics in America, his buttons, his threads and his linings—in fact everything—except a little hair cloth which goes into the lapel to keep it stiff. It was easier to get that hair cloth from across the water.

Today there is no hair cloth and that manufacturer also has his hand up and his lips are repeating the same refrain, "Never Again!"

There is a manufacturer of pianos who is short of wires, there is a manufacturer of drugs who is short of acids, there is a big store that is short of toys—and in fact all over this country there is a whole group of makers who are short of some con-founded little thing that doesn't amount to much but is causing them as much trouble as a pestilence or a fire.

## Made In America

That is the next slogan for America. It doesn't make any difference how small or how trivial, how expensive or inexpensive the article or the part may be, every one of us wants to see to it that it is **Made in America.**

Never do we want to be caught this way again. Here is a great big healthy nation covering the middle of a whole continent, capable of producing everything under the sun, actually producing ninety per cent of what we consume and being bothered half to death right now by that other little measly ten per cent.

When you, Sir or Madam, go into a store, when you look at anything or buy anything, or think of buying anything, stop and ask first, "Is it made in America?"